

EPA and FHWA entered into an Interagency Agreement (IA) in 2012. Under this IA, FHWA provided funding for EPA to perform a portion of the RA on the Highway 50 right-of-way owned by the United States of America and administered by the FHWA. This Highway 50 work was performed by EPA following the 2012 Work Plan and Construction Package provided by FHWA. The layout of the FHWA property and its excavation is illustrated in Figure 4-6.

Before any removal work was performed on Highway 50, a temporary 2-lane bypass road consisting of a gravel base was constructed to divert public traffic around the segment of Highway 50 removed as part of the excavation activities (Figure 4-4). Routine cleaning and maintenance was performed while the temporary road was used. A traffic control company was subcontracted with to provide signage, traffic control devices, and flaggers for traffic management. Additionally, a Frontier telephone line present in the ROW was temporarily relocated during cleanup activities.

Asphalt and clean overburden present above contaminated material was removed and set aside for recycling and reuse. Excavation of the contaminated material was initiated in the upgradient portion of the LNAPL plume area and was completed in the downgradient portion to prevent recontamination of backfilled soils. The depth of contaminated material in subsurface soil excavated from the Highway varied with location. For example, the depth of excavation in the eastern portion of the highway ROW extended to approximately 20 feet bgs, while the depth of excavation extended to approximately 17 feet in the central portion and approximately 13 feet in the western portion. Prior to backfilling, confirmation soil samples were collected from the bottom and sides of the excavation. The highway portion of the ROW was restored to the existing line and grade by a licensed road contractor (MDM Construction), and the excavated highway area and road surface was rebuilt to the plans and specifications provided in the Construction Package prepared by FHWA. The non-highway portion was backfilled with stockpiled overburden and/or clean backfill material.